

IN THE CLAIMS

Please amend the claims as follows:

Claim 1 (Currently Amended): A safety device for an elevator, comprising:

a pair of pivot levers provided to a car guided by a guide rail, the pair of pivot levers being pivotable about a pair of pivot shafts that are parallel to each other; a plurality of braking members each provided to each of the pivot levers, the plurality of braking members being capable of coming into and out of contact with the guide rail through pivotal movement of the pivot levers;

a connecting member pivottally connected to connecting portions of the pivot levers, the connecting portions located on opposite ends of the connecting member along a plane formed by a longitudinal axis of the connecting member; and

an electromagnetic actuator configured to push the connecting member in a first direction to pivot the pivot levers in a braking direction to bring the braking members into contact with the guide rail and to pull the connecting member in a second direction to pivot the pivot levers in a releasing direction to bring the braking members out of contact with the guide rail.

Claim 2 (Currently Amended): A safety device for an elevator according to Claim 1, wherein:

the connecting portions of the connecting member with the pivot levers are arranged on the same side with respect to a plane containing axes of the pivot shafts; and

the electromagnetic actuator causes the connecting member to undergo reciprocating displacement in a direction perpendicular to the plane.

Claim 3 (Previously Presented): A safety device for an elevator according to Claim 1, wherein:

connecting portions of the connecting member with the pivot levers are arranged on different sides with respect to a plane containing axes of the pivot shafts; and the electromagnetic actuator causes the connecting member to undergo reciprocating displacement along a straight line connecting between the connecting portions.

Claim 4 (Previously Presented): A safety device according to Claim 1, wherein:

connecting portions of the connecting member with the pivot levers are arranged on a first side of a plane containing axes of the pivot shafts in a case that the braking members are in contact with the guide rail, and

the connecting portions are arranged on a second side of the plane containing the axes of the pivot shafts in a case that the braking members are out of contact with the guide rail.